

years the average number of admissions of infants is over 1,000 while there are now only about 400 children in the place it is easy to realize that the infant mortality is considerable, owing to parents bringing in their children when they have been nearly killed by native quacks and the neglect or ignorance of their parents.

THE EUROPEAN BOARDERS.
There is one section of the establishment given up to the instruction and training of the children of Europeans. The children are kept separate from the Chinese, their dormitories are apart from the main building, near the Reverend Mother and Senior Sisters, and their meals are supplied in an airy room near a balcony overlooking the harbour.

THE ORIGIN AND MAINTENANCE OF THE HOME.

From Sister Louise the following information was obtained:—In 1848 Monsignor Fancard arrived in Hongkong from France on his way to Japan. He remained here two years and then went home. He brought out four Sisters and his own sister was the first Lady Superior of the little founding-house then opened. In 1860 one of the Sisters, from Saigon, who had large private means, bought property, the site on which stands the left or eastern wing, and in 1860 after some godowns were nearly burnt to the ground she bought up the site, built the present fine premises and in 1864 they were formally opened. Since then necessary extensions and alterations have been made and if they had the means these Sisters would extend the premises considerably with a view to meeting the ever-increasing requirements of their merciful mission. Funds, however, seem to come in very slowly for this good work and it is necessary to obtain from the parent organization in Chateaufort, near Paris, an annual grant of 23,000 francs. Of late the Chinese—who have every reason to liberally support this institution—have come forward with annual subscriptions collected by Sister Theobald, the original benefactor, and found in the fact that the daughter of a wealthy tradesman was taken in (she was delivered in the gates by an ayah who handed in with her \$5 and declined to say whose child it was) and was so well cared for that she got over the fever from which she was suffering and became in a few months fat and healthy. The benefactor, hearing of this, sent his wife round and she at once identified her child. There was much joy and rejoicing in the benefactor's family and he at once evinced interest in the place and started a subscription among his friends. Further benefactors were to do likewise and if the manipulators of the rice "ring" would send occasionally a few sacks of rice, not the commonest, they would be doing much good, would be lending a helping hand to a very deserving charity, and would not feel the loss in the smallest degree. Also, it may not be out of place to mention that the Sisters find samples of all kinds very useful. They can make up bed-clothes, and all sorts of things out of samples of piece-goods, woolen goods and other dry goods and assured me that there is nothing in that line which they would not most gratefully receive and give an account of.

The Reverend Mother Felicie has been in charge for 12 years. Sister Louise, her chief aide, has been in the establishment upwards of 22 years. It was Lobstein who said "Charity is not action; it is life," and of these good ladies, whose reward will be peace in the next world, it can be truthfully said their lives are devoted to charity—charity which vaunteth not, is not puffed up.

ARGUS.

THE UN-LOONG MURDERERS.

SENTENCES COMMENCED.
It will be remembered in our report of the trial for murder of Ng Ki Chung, Ng Tung and Liu Yik Loo, after finding that the three prisoners guilty, strongly recommended the second prisoner to mercy, as although he was present on the occasion, it had not been proved that he took any actual part in the murder. The Governor in Council has been pleased to commute their sentences: the first to imprisonment for life and the third to a period of ten years while the second has received a full pardon. We think the ends of justice have been met and a most salutary lesson taught the Chinese, that the British, though strongly upholding justice, can afford to be merciful.

THE FORMOSA TEA TAX.

The following correspondence is attached to the minutes of the last monthly meeting of the Hongkong General Chamber of Commerce:—

Amoy General Chamber of Commerce, Amoy, 25th July, 1899.
Sir,—I beg to enclose copy of a despatch which this Chamber is sending to Sir E. Satow, K.C.M.G., H.B.M.'s Minister at Tokyo, protesting against a discriminating duty of yen 1.00 per picul on Formosa tea which the Japanese Government intends to impose from the 1st prox. on shipments to foreign countries whilst allowing tea to be shipped from Formosa to Japan free of duty and thence exported abroad likewise free of duty.

If your Chamber can endorse the views set forth, any support that you may be able to give them will be much appreciated.

I am, Sir, Your obedient servant,
J. J. DUNNE, Secretary.

The Secretary, Hongkong Chamber of Commerce, Hongkong.

Amoy General Chamber of Commerce, Amoy, 24th July, 1899.

Your Excellency—Referring to the telegram which this Chamber despatched to you today, reading:—

"Chamber Commerce urge you protest against duty Formosa tea other than that leviable Japan." Despatch of date follows:—

CASS, Chairman.

I have the honour to bring to your notice that the Formosa Government has notified its intention of imposing a duty of yen 1.00 per picul on tea exported from Formosa to foreign countries, whilst tea exported to Japan will be free of duty and may be shipped thence abroad likewise free of duty.

The object of this proposed duty is to favour the line of steamers running between Formosa and Japan and to divert the tea trade, as much as possible from the present channel via Amoy and Hongkong by placing a discriminating duty of yen 1.00 per picul on it.

This would not seem to be in accordance with the new Treaty, which is we read there require that Japan and her possessions should have the same tariff.

The consumption of Formosa tea in Japan and China is absolutely nil, such teas, whether landed in Japan, or China, or Hongkong, are in transit for the United States, Great Britain, the Continent of Europe, Australia, or the Dutch Colonies. The route from Formosa via Japan is the only one for tea shipped by the steamships, the route via the United States, Great Britain, and the Continent of Europe, and thence to Australia and the Dutch Colonies, is out of the question to send tea to Japan. The proposed duty would therefore discriminate in favour of the route to the

country and against all other routes and countries.

It is argued that the Japanese Government only asserts its right to fix the tariff between Formosa and Amoy (the latter being a Chinese port) in accordance with agreements between Japan and China. This argument disregards the facts shown above, that the tea does not come to Amoy for consumption, but in transit to other countries.

Our merchants claim that they are at liberty to clear their teas at the Formosa Customs for the United States, Europe, &c., via Amoy or any other route, paying duty according to the Japan tariff applicable to such countries of final destination, and it is in the hope that you will support this view that this Chamber asks your assistance in combating in good time any disability which may be impending to the liberty of a merchant to ship by whichever route he may please the honour to be.

Your Excellency's most obedient servant,
FRANCIS CASS, Chairman.

Sir Ernest M. Satow, K.C.M.G., H.B.M.'s Envoy Extraordinary and Minister Plenipotentiary, Tokyo.

Hongkong General Chamber of Commerce, Hongkong, 5th August, 1899.

Sir,—The attention of this Chamber has been drawn by the Amoy Chamber of Commerce to a notification issued by the Government of Formosa announcing the imposition of a duty of yen 1.00 per picul on tea exported from Formosa to foreign countries, whilst the leaf if exported to Japan is exempted from duty and can be shipped thence to foreign ports free of impost. This of course amounts to the imposition of a discriminating duty, specially designed to divert the tea trade of Formosa from its accustomed channels and to compel shippers to send it in the Japanese subsidised steamer to Japan instead of, as at present, via Amoy and Hongkong. As the vast bulk of these teas go by way of the Suez Canal to the United States, Great Britain, and the Continent of Europe, it would be obviously most inconvenient to ship them via Japan.

The imposition of a discriminating duty on an article of export in a Japanese possession in order to divert traffic is not, this Chamber ventures to think, in accordance with the spirit of the new Treaty which may be taken to authorise the clearance of goods through the Formosa Customs for foreign ports by any route, provided they pay duty according to the Japanese tariff, without being compelled to ship them in the first instance to Japan.

The Chamber, therefore, strongly supports the protest addressed to you by the Amoy Chamber of Commerce on the subject, and sincerely trusts that your Excellency will succeed in convincing the Japanese Government of the inequitable and illiberal character of the step they propose to take, and which if persisted in cannot fail to inflict unexpected loss and annoyance on those foreign firms who have for so many years embarked their capital and employed their energies in the development of a trade which they never doubted would remain free from discriminating duties when the Japanese Government took over the administration of the island.—I have honour to be, Sir, Your most obedient servant,

R. M. GRAY, Chairman.

To His Excellency Sir E. Satow, K.C.M.G., &c., Her Britannic Majesty's Minister to Japan.

Hongkong General Chamber of Commerce, Hongkong, 5th August, 1899.

Sir,—I beg to acknowledge receipt of your letter of the 26th ult. enclosing copy of a despatch addressed by your Chamber to H.E. Sir E. Satow, K.C.M.G., Her Britannic Majesty's Minister to Tokyo, protesting against a discriminating duty of yen 1.00 per picul on Formosa tea which the Japanese Government proposed to levy from the 1st instant on shipments to foreign countries whilst permitting tea to be shipped from Formosa to Japan free of duty and thence exported also free.

In reply to your request that this Chamber will give your Chamber's protest its support, I am directed to inform you that the Committee have addressed the British Minister in Japan on the subject, and to transmit for your information copy of the despatch.

I am, Sir, Yours faithfully,
R. CHATTERTON WILCOX, Secretary.

The Secretary, Amoy General Chamber of Commerce.

Hongkong General Chamber of Commerce, Hongkong, 5th August, 1899.

Sir,—I have the honour to forward, for the consideration of Sir E. Satow, K.C.M.G., H.B.M.'s Minister at Tokyo, copy of a despatch addressed to Her Britannic Majesty's Minister in Tokyo on the subject of the imposition by the Japanese Government of a discriminating duty on Formosa tea shipped to foreign countries whilst shipments made to Japanese ports are allowed free of duty and thence abroad likewise free of duty.

I have the honour to be, Sir, Your most obedient servant,
R. CHATTERTON WILCOX, Secretary.

The Hon. Colonial Secretary, Hongkong.

CORRESPONDENCE.
(We do not necessarily endorse the opinions expressed by correspondents in this column.)

PIRACY IN THE TWO KWANGS.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—It was with the greatest interest that I read Manchester's letter in last night's paper, and must own that at first I was favourably impressed with the feasibility of the proposed furtherment. I will not challenge your right by treaty to do as suggested. But I am afraid the expediency of the move has quite escaped Manchester's consideration.

In the files we were the most powerful nation in China; no one questioned our prestige nor our motives. Are we so today? The British policy, right or wrong, is now to regard China as a friendly civilized country capable of maintaining law and order within her own boundaries, and a hostile, fleet, masquerade against whom would certainly be looked upon by her as an unfriendly action, and possibly might lead to endless trouble.

Again the situation in China now is aggravated by the intense jealousy of the European nations towards each other. How would our action appear to other nations? Should we get the credit of being philanthropists, or would it be looked upon as another hypocritical move, of the perfidious Albion?

Our Chamber of Commerce has taken the subject up and doubtless will be able to bring sufficient pressure to bear upon the Chinese officials to put a stop to these pests of navigation, and I am, certainly, of opinion that it would be advisable to try legal means, safe and ready at hand, than to go to the extent advised by your correspondent.

I must say in fairness to Manchester that his scheme is preferable to the one advocated of bringing out more boats of the *Sandpiper* type, and I expect it was only held out as a threat to make the Chinese see that we were in earnest, and to give them time to consider the matter. I am, Sir, Yours faithfully,
GLORIA BRITANNARUM.

Hongkong, August 2nd, 1899.

THE PROTECTED ALLIANCE BETWEEN CHINA AND JAPAN.

We learn from Peking that the Empress Dowager and Prince Ching are strongly in earnest about the Chinese-Japanese alliance, and as Lord Salisbury has evidently made up his mind to wash his hands of China altogether, and Parliament being prorogued, his no longer necessary for him even to make pretences with which Mr. Brodick may stay off inquisitive members of the House of Commons. This seems to us now the best step that China can take. It may be mentioned that Jung Lu and the old China party at Peking are bitterly opposed to it; both the Japanese and Chinese publicly deny it; for obvious reasons, though China cannot conceal her fervent eagerness that the negotiations may be brought to a successful conclusion.

The two special envoys of the Empress Dowager with them an autograph reply from the Mikado to the Empress's autograph letter, and Marquis Ito is expected at Peking very shortly. The Japanese terms are understood, to be the control of a substantial portion of the army, and of sufficient funds to keep it in a state of efficiency. So far, the Chinese are said to have offered Japan what remains of the like, but this is not considered sufficient, and we cannot but think now that the Japanese are acting wisely and we hope that they will succeed.

There are many indications, besides M. de Giers' menacing note to the Tsungli Yamen, which Reuter gave us as the gist in the telegram published in our columns on the 10th, that this is particularly disagreeable to Russia. It is certain that Russia is distinctly afraid of a collision with Japan at the present moment when she is brought face to face with its possibility. Japan does not overlook the excitement and anxiety shown by the Russians in regard to the *pourparlers* that have been going on between China and herself, and if the Japanese satisfaction under their minds that a collision with Russia is inevitable sooner or later, the present attitude of Russia will undoubtedly be taken into their consideration.

—N. C. Daily News.

A PLUCKY CHIEF OFFICER.

The *Clan Cumming*, which arrived the other day at Colombo, brings news of an exciting incident which happened on board whilst the vessel was off Socotra. A lascar was washed overboard. The heavy sea would not permit of the lowering of a boat. Though light was falling, and the night was dark, the chief officer, jumped overboard to rescue the lascar. With the rising and falling of the vessel, however, the chief officer was sucked underneath the counter of the ship. Promptly the crew lowered a buoy, and by this means the plucky officer was got on board again. The lascar was picked up after having been in the water two-and-a-half hours. The captain of the *Clan Cumming*, says he has never seen such an exhibition of pluck and endurance before.

TONS OF GOLD COINS.

Though in the pockets of very many of us there may be a dearth of the current coin of the realm, the interesting fact is recorded by the Deputy-Master of the Mint that, during 1898, no fewer than 98,999,217 coins were struck. This is a record exceeding the largest number struck in any preceding calendar year by 2,614,402. When one reads of 110 tons of gold bars being melted down for coinage, 470 tons of silver bars, and 614 tons of copper bars for the so-called "upper" all in a single year, it is not surprising that the year 1898 is generally regarded as the year when the world's supply of gold coins was replenished.

This colossal output of coins is not, of course, consumed entirely in Great Britain and the British trade, the Royal Mint and its branches stamping a good deal of coinage for Colonial use. Much of it, too, consists of light gold withdrawn from circulation and into the melting-pot to be re-made into coins of full weight; but, after allowing for this, the net addition to the gold currency for the year works out at £5,598,255.

BORNEO DIAMONDS.

In Netherlands West Borneo, at Martapura, promising diamond fields are coming into notice. They are held by the Borneo Mining Company. This Company had, some years back, made an agreement with the De Beers Company which works the Kimberley diamond fields, and in which one of the Rothschilds is concerned. The agreement entered into was that the Borneo fields should not be worked. As compensation, the De Beers Company paid to the Borneo venture a fixed amount yearly. As Cape diamonds stand below the Borneo ones in fineness and colour, the bargain was advantageous to the De Beers Company. The terms of the agreement have now run out, and the working of these Borneo diamond fields has begun. The parties interested in the prospecting and development work there are: the house of Rothschild in London and Paris, Mr. S' Jacob at Sourabaya, and two Englishmen—Dr. Swan and Mr. Avery, who have already looked about them and prospected in Martapura.

THE LATE LIEUT. FLETCHER KING'S OWN REGIMENT.

It is with very great regret says the *Singapore Free Press* of 16th inst., that we have to announce the death of Lieut. Sidney Rowland Fletcher, of the 4th King's Own Royal Regiment, which sad event took place this morning at the General Hospital, Singapore.

The cause of death was malarial fever which Mr. Fletcher had contracted during a recent shooting trip to Muar, in company with the Revd. Mr. Wetherall, Garrison Chaplain. In no case, it is understood, did the party sleep out in the jungle, but it is probable that in Mr. Fletcher's case the malarial poison was absorbed during a night spent at the house of a local planter, close to which was much fresh up-turned soil.

Since Mr. Fletcher's return to Singapore he had been seriously ill with malarial fever, his temperature reaching no less than 107 degrees at one time. On Friday and Saturday however there had been a marked abatement in the symptoms, and as the temperature had subsided to less than 100, it was settled on Saturday that Mr. Fletcher should be taken to the General Hospital in an ambulance next day, in order to have the benefit of the greater quiet and more continuous supervision that would be obtainable there.

It is regrettable to say that the improvement was not maintained; and the relapse resulted, as announced, in the patient's death this morning.

It has been arranged that the funeral will take place this afternoon at the Cemetery, Bukit Timah Road. The 1st Battalion King's Own will meet the funeral cortege, and its vanguard will be the General Hospital, the Orchard Road end of Avenagh Road at 4.5 p.m. Lieut. S. R. Fletcher was one of the junior subalterns of the King's Own, having joined the regiment just over two years ago, on the 26th May, 1897.

Lieut. Fletcher's death means the loss of a most promising officer to the King's Own. Physically a fine handsome soldier, his manner was frank and engaging, and it is not surprising that his sterling qualities made him most popular both with his fellow-officers and with all ranks of the regiment. All who knew the late Lieut. Fletcher, both in Hongkong and Singapore, will deeply sympathise with Colonel Rowlandson and the King's Own in this deplorable loss of a young officer so universally and deservedly liked.

The last occasion on which an officer of the regiment at Singapore died was when the Northumberland Fusiliers lost Lieut. Sars, who contracted cholera at Tanjong Katong.

The following appeared in District Orders of this day's date:—

The G. O. C. regrets to have to announce the death from fever of Lieutenant R. R. Fletcher, 1st Bn. The King's Own (Royal Lancaster Regiment), which took place early this morning at the General Hospital.

The funeral of the late Lieutenant R. R. Fletcher 1st Battalion The King's Own (Royal Lancaster Regiment), will take place this evening.

The Corps will leave the General Hospital at 4.30 p.m. for the Christian Cemetery.

The Procession will be formed up in Cavenagh Road near Dailan's Stables about 4.45 p.m. All Officers are invited to attend and meet at this point. Dress—(Khaki) Staff—(White Uniform).

STEAMSHIPS AT FORTY-THREE MILES AN HOUR.

MR. MAXIM'S OPTIMISTIC VIEWS.

Recent interest is being taken at the Admiralty in the development of the new torpedo-destroyer *Viper*, which has been built on the Tyne, and will be launched shortly. Messrs. Parsons of Newcastle, who are fitting the craft with their turbine system, believe that she will be capable of making a speed of no less than forty-three miles per hour. Even in these days of scientific surprises, the announcement is a little startling, and a *Vestminster* representative, therefore, sought out Mr. Himm Maxim, the inventor, and asked for his opinion. In a hansom, driving across London, the American engineer explained his views. He said that no doubt need be thrown on the extraordinary speed promised, seeing that Mr. Parsons was an engineer of consummate powers, well known and highly enterprising; he held, indeed, the unique distinction of acquiring the highest speed in the world on one of his boats at the first attempt. So Mr. Maxim considered that the thing promised very well indeed.

The present best speed on a torpedo destroyer is about thirty-five miles an hour," Mr. Maxim continued. "In America, we are about five miles behind this, but there seems to me no reason why a velocity of over forty miles an hour should not be obtained, and," he added emphatically, "Mr. Parsons is the man to do it. The boat's deck would have to be fairly near the water; it would need to carry every boiler and engine it could possibly hold; and the steel screws would have to be exceptionally well made. Roughly speaking, the power to propel a boat increases as the cube of the speed, and the amount of coal required increases about as the square of the speed. And the turbine system on our ocean liners, what of that?"

"I might, I think, be experimented on with beneficial results. Even if the speed were not increased it would remove the vibration caused by the working of the engine. One objection would be that it would be difficult to stop suddenly, but doubtless engineering enterprise would in time overcome this. Then, of course, there is the single difficulty. How is all the coal required to be got on board? But I fancy, if the system be adopted, it will lead to the construction of newer and more spacious vessels, which will one by one supersede the present liners. By the way, do you know that every passenger going to America burns nearly five tons of coal—and coal at a pound a ton?"

THE DEWEY RECEPTION.

WASHINGTON, July 24th.

The government has decided to make October 1st a national holiday in honour of the decoration of Admiral Dewey. On this day President McKinley will present Admiral Dewey with a handsome jewelled sword, purchased by the direction of Congress as a gift from the people of the United States. The presentation of the sword of honour to the Admiral will occur upon the steps of the Capitol building in the presence of both houses of Congress, the executive departments of the government and the people. Washington will then her gain attire for the occasion, and fireworks and decorations will illuminate the streets at night, when an official ball will be given at the White House.

SHIPPING REPORTS.

Captain Cobban, of the steamship *Esmeralda*, from Manila, reports:—Clear fine weather and smooth sea, moderate southerly swell.

Captain R. L. Lincoln, of the steamship *Kwangle*, from Shanghai, reports:—Shanghai was in the moderate easterly and variable winds with rain at intervals. Thence to port light to fresh variable winds and changeable.

Captain O. P. Marshall, R.N.R., of the steamship *Empress of India*, from Vancouver, B.C., reports:—Clear weather to Yokohama. Coast. Typhoon disturbance at Kobe, steamship *Argyll* driven ashore. Nagasaki. Hazy. Shanghai to Hongkong.—Fine throughout.

Captain J. S. Roach, of the steamship *Haitan*, from Coast Ports, reports:—Fochow to Amoy.—August 18th, light variable winds, smooth sea and clear. Amoy to Swatow.—August 20th, light S. westerly breeze, smooth sea, fine clear weather. Swatow to port.—August 21st, light S. westerly breeze, smooth sea, moderate sea, cloudy sky, clear. Vessels in Fochow.—*Crown of Aragon*, *Haitan*, and *Tak-sang*. At Amoy.—*Felching*. At Swatow.—*Singan*, *Wooning*, *Fooksang*, and *Pechili*.

Captain R. Heintze, of the steamship *Preussen*, from Bremen, reports:—Left Bremen July 12th, Antwerp 16th, Southampton 17th, Genoa 20th, and Naples 21st. In Naples received the German Overland Mail, dated Berlin July 24th. Passed the Suez Canal July 30th, 31st, Aden August 4th, Colombo 11th, and reached Singapore on the 16th. Left Singapore the following day and arrived in Hongkong on the 21st at 7.35 p.m. In the North Sea experienced light easterly winds, in the English Channel and Bay of Biscay calm weather. At the Spanish Coast and in the Mediterranean variable winds and moderate sea. In the Red Sea met westerly winds and rough sea. In the Indian Ocean S.W. monsoon (47) and rough sea. From Colombo to Singapore fine weather prevailed. In the Chinese Sea S. westerly winds, moderate sea and equally weather.

NOT AND A

CALENDAR.

AUGUST.

Metereological means based on fifteen years' observations to 1895.

Barometer.....29.755
Thermometer.....83.0
Humidity.....73
Rainfall.....13.482

TO-DAY.

Barometer.....29.61
Temperature.....86
Humidity.....72
Rainfall.....—

TO-DAY.

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Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU M. J. Curnow	VICTORIA, B.C. and SEATTLE U.S.A. via Kobe and Yokohama	THURSDAY, 24th August, at 4 P.M.
KASUGA MARU E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 25th August, at 4 P.M.
FUTAMI MARU C. Hillcoat	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 26th August, at 4 P.M.
HITACHI MARU J. B. Murray	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	SUNDAY, 27th August, at 4 P.M.
HAKUAI MARU M. Nishimura	VLADIVOSTOK, VERA-POLE, CHEFOO, CHENULOPO & NAGASAKI	THURSDAY, 31st August, at Noon
HIROSHIMA MARU S. Yoshitawa	KOBE and YOKOHAMA	FRIDAY, 1st September, at 4 P.M.
MIKE MARU S. Kawamuro	BOMBAY via SINGAPORE and COLOMBO	TUESDAY, 5th September, at Noon
WAKASA MARU J. B. Macmillan	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	THURSDAY, 7th September, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 17th August, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA.
(DIRECT WITHOUT TRANSSHIPMENT).
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH-AMERICAN PORTS up to CALLAO, AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*SINGAPORE, Penang, and September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewards.
For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., Agents.

731a]

Dr. KNOB'S

ANTIPYRINE

"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gormore's 1 to 2 per cent. solution, possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

Dr. OVERLACH'S

MIGRAINE

"LION BRAND."
(ANTIPYRINE—CAFFEINE—CITRATE.)
(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migraine acts simultaneously as an anesthetic.

Use only Dr. OVERLACH'S MIGRAINE, "Lion Brand," and always prescribe "MIGRAINE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers—
FARHWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

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UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, RECKHAM, LONDON, ENGLAND.

£100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for, to claim property and money since 1790. Price 1s. 6d., post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 64, Strand, London, England, Est. 1844. A fortune may await you. Wills searched for.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. (10

Hotel.

WINDSOR HOTEL,
HONGKONG

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

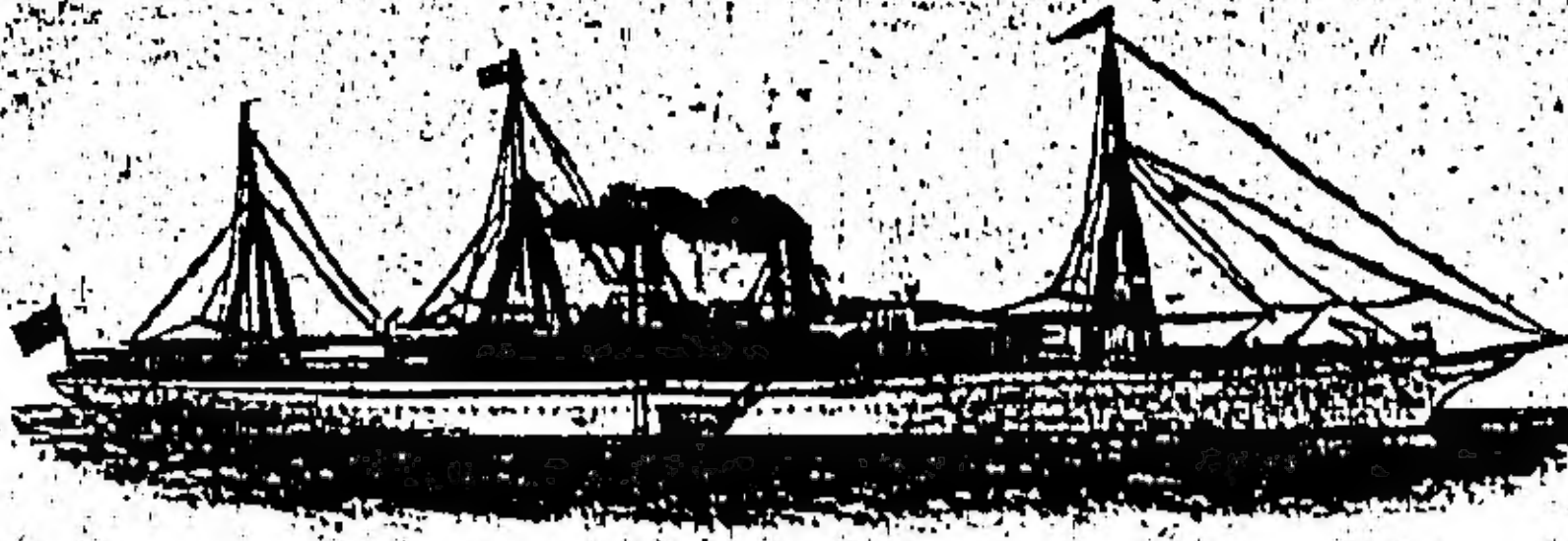
MONTHLY RATES GIVEN NOW.

Proprietor & Manager
HONGKONG, 28th April 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. F. Marshall, R.N.R...WEDNESDAY, 30th Aug; 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 9th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

THE Steamship

"AMERICA MARU."

Will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any port en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE, have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also, the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be found on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1899.

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI." "WUCHOW."
will be despatched alternately from Messrs. DOUGLAS LARSEN & CO.'S WHARF, at 5 P.M. on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at COON MOON, KACHUCK, SAMSHUI, SHUMYU and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI, \$5.

HONGKONG to WUCHOW, \$10.

Meals can be obtained on Board.

For further information, apply to

BUPTERFIELD & SWIRE.

Hongkong, 28th April 1899.

NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
Olympia... [2,837] J. Truebridge... [Sept. 2.]
Victoria... [3,502] J. Pantan... [Sept. 12.]
Glenogle... [3,750] R. D. Jones... [Oct. 17.]
Tacoma... [2,811] A. Dixon... [Oct. 21.]

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... [2,976] Dobson... [Sept. 23.]
Alamouthshire... [2,874] W. A. Evans... [Oct. 7.]
Lewins... [3,671] Williamson... [Nov. 4.]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.
General Agents

Hongkong, 17th August, 1899.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 19th August, 1899.

FOR NEW YORK.

THE "ALICE," an American Ship

shortly expected from MANILA, will load here for the above port, and will have quick dispatch.

For Freight, apply to

ARNOLD, KARBEN & CO.

Hongkong, 28th July 1899.

Mails.

NORDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA

LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG	About 10th September
NURNBERG	HAVRE and HAMBURG	About 20th September
SUEVIA	HAVRE and HAMBURG	About 5th October
*SAVOIA	HAVRE and HAMBURG	About 15th October
Jäger	LONDON with transshipment in HAMBURG	October

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co. Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, AND SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Belgian King... [3,406] about [Sept. 15.]

Cognard... [3,379] about [Oct. 15.]

Cognard... [3,379] about [Nov. 15.]

THE Steamship

"THYRA."

will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special Rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same time. All parcels should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight, Passage, &c., apply to

BUTTERFIELD & SWIRE.

Hongkong, 24th August, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia... [Wednesday 13th Sept.]

Sachsen... [Wednesday 11th Oct.]

Bayern... [Wednesday 18th Nov.]

König Albert... [Wednesday 13th Dec.]

Prin. Heinrich... [Wednesday 27th Dec.]

